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REVIEWS 2 YEARS PROGRESS
IN RR CONSTRUCTION, TRANSPORT PERFORMANCE

A review of the past 2 years of railway reconstruction and operation shows 22,600 kilometers now in operation, three important new projects in the course of construction, and transportation achievements that have contributed substantially to the military efforts and economic prosperity of the country.

The Ministry of Railways and the National Committee of the Railway Workers Labor Union jointly sponsored in Peiping a 20-day exhibition presenting six aspects of railway accomplishment and operation.

The T'ung-P'iu line in Shansi is now open for its full length following completion, on 2 August 1951, of the section between Yuan-p'ing and Shuo-hsien, which includes four tunnels and grades up to 2.7 percent between Tuan-chia-ling and Ning-wu.

Slow progress on construction of the Lung-Hai extension from Pao-chi to Lan-chou is blamed on irresponsibility of engineering authorities and cupidity of contractors.

A Northeast railways locomotive and crew completed a run of 1,008 kilometers in one 24-hour period. A locomotive and crew hauled a train of 54 freight cars, 561 meters long weighing 1,835 tons, from Shao-kuan to Canton. A locomotive and crew hauled a train of 66 freight cars, 800 meters long and 261 tons above standard assigned load, from Shanghai to Soochow.

RR DEVELOPMENT CONTRIBUTES TO ECONOMIC PROSPERITY -- New York, Hua-ch'iao Jih-pao, 9 Oct 51

Peiping, 29 September (Hsin-hua) -- The second anniversary of the establishment of the People's Republic of China is being used as an occasion to note the development of the railways under the present government and the bearing of this development on the economic life of the country.

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With the recently completed restoration of the Yuan-p'ing--Shuo-hsien section of the Tung-p'u line in Shansi, all the previously existing lines on the mainland and on Hainan are now in operation. These amount to over 22,600 kilometers.

Since the middle of 1950, new construction has been started on the T'ien-shui--Lan-chow section of the Lung-Hai line, on the Ch'eng-tu--Chungking line, and the Kai-pin--Chen-nan-kuan section of the Hunan-Kwangsi line. The first of these traverses very difficult terrain but work there is being pushed vigorously. On the second, trains are now operating between Chungking and Yung-ch'uan, and it is planned to finish the line all the way to Ch'eng-tu during 1952. On the third line, trains began running through to Nan-ning in March 1951; it is planned to finish the line to Chen-nan-kuan in November 1951. These three projects total 670 kilometers in length.

The transportation system has been able to move minerals, fuels, agricultural, and industrial products, besides meeting military demands. Between January and July 1951, 400,000 tons of coal (about the same amount as during the whole of 1950) and 224,000 tons of cotton were transported for the use of industries centering at Shanghai. A tremendous amount of transportation was required in connection with the water conservancy work on the Yellow River and the Hwai Ho. Between March and July 1951, the lines under the control of the Taiwan Railway Bureau handled 350,000 tons of food, implements, broken stone and other construction materials.

In the first half of 1951, over 70,000 tons of beancake were transported for use as agricultural fertilizer. Some 140,000 tons of coal were hauled to cotton-producing areas for the household use of farmers to take the place of burning stalks and cornstalks formerly used as fuel but not now available because of the greater area devoted to raising cotton. For drying tobacco leaves, 75,000 tons of coal were delivered to the region around Hsu-ch'ang in Honan. The railways also played an important part in widening the market for fresh fruits and tea leaves.

The export of tea leaves to USSR and other East European countries has been greatly facilitated by the Sino-Soviet joint railway agreement.

RR EXHIBITION OPENS IN PEIPING -- Hong Kong, Hsing-tao Jih-pao, 17 Sep 51

Peiping, 16 September (Hsin-hua) -- On 15 September 1951, in the presence of a large number of high officials of the Central People's Government and with speeches by several of them at the opening exercises, a 20-day Railway Exhibition in the working people's Palace of Culture (Wen-hua Kung), Peiping, was thrown open to the public. This exhibition was arranged jointly by the Ministry of Railways and the National Committee of the Railway Workers Labor Union. The principal features of the exhibition are models and charts as follows:

1. Materials showing the restoration work of the railways since liberation.
2. Equipment of the people's railways.
3. Constructive contributions, i.e., invention of mechanisms or improvement of methods, by railway workers, and progress made in implementing progressive methods learned from USSR advisers.
4. Record made by railway workers in the Resist US, Aid Korea movement.
5. Advances in the culture and welfare of railway workers.
6. Status of new construction projects.

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T'UNG-P'U RR RESUMES THROUGH TRAFFIC -- Peiping, Jen-min Jih-pao, 6 Aug 51

Peiping -- The engineering problems presented by the reconstruction of the Yuan-p'ing--Shuo-hsien section of the northern part of the T'ung-p'u railway have at last been overcome in spite of great difficulties, and through traffic was resumed 2 August 1951. The grade of the section between Tuan-chia-ling and Ning-wu reaches 2.7 percent, and the line here passes through four tunnels.

The Tsai-yuan [steel] industry can now be supplied with suitable fuel and iron ore directly from the north instead of having to depend upon the round-about route using the Peiping--Hankow line.

LUNG-HAI RR MAKES UNSATISFACTORY PROGRESS -- Peiping, Jen-min Jih-pao, 7 Aug 51

The slow progress on the construction of the extension of the Lung-Hai railway from Pao-chi and T'ien-shui to Lan-chou is principally due to the fact that the work has been contracted out to unprincipled commercial contractors whose patriotism is greatly exceeded by their avarice. The latter cruelly oppress the laborers, who consequently quit and return home or loaf on the job. The oppression takes several forms, such as providing poor and unhealthy shelter, paying low wages because of alleged lack of skill, issuing poor and inadequate food, holding back wages, and defrauding the workers in calculating the amount of work done. As a result of these conditions, progress in construction is far behind schedule.

The officials and staff of the engineering bureau in charge of this project are also to be blamed for adopting this method of contracting the work to outside commercial contractors, who are professional exploiters of labor, in order to save themselves effort and anxiety. This also is an evidence of lack of patriotism. Furthermore, they are guilty of neglect of duty in not giving the contractors proper supervision as to treatment of laborers and scheduled progress. The engineering bureau should properly undertake a greater measure of responsibility, deal directly with the local laborers, organize them under their own foremen, set them a good example as to industriousness, give them close and helpful supervision, educate them ideologically, and see that they get a fair deal. -- Chen Chi

NORTHEAST LOCOMOTIVE SCORES HIGH RECORD -- Shanghai, Ta Kung Pao, 17 Jul 51

Peiping, 15 July (Hsin-hua) -- The crew of Mogul-type locomotive No 1008 attached to the Ang-ang-ch'i section of the Northeast railways, on 26 June 1951, ran their locomotive a distance of 1,113.4 kilometers within a period of 24 hours, thus establishing the highest day-kilometer record of any locomotive in the country.

Henceforth the locomotive-day-kilometer standard on the Northeast railways was 410 kilometers per day (of 24 hours). Since the movement to boost the day-kilometer performance to 500 kilometers was launched in 1950, many locomotives have equaled or exceeded the goal, and the average performance of all the locomotives has been greatly raised.

NEW SOUTH CHINA RECORD FOR LONG TRAIN -- New York, Hua-ch'ai Jih-pao, 9 Oct 51

Canton -- The longest train hitherto hauled from Shao-kuan to Canton on the Yueh-Han railway was handled by the crew of locomotive No 867 on 13 September 1951. It consisted of 54 freight cars weighing 1,835 tons and was 561 meters long. The train reached its destination on time.

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SHANGHAI CREW ACCOMPLISHES UNPRECEDENTED PERFORMANCE -- New York, Hua-ch'iao
Jih-pao, 29 Sep 51

Shanghai -- On 30 August 1951, the crew of locomotive MCGS No 197 of the Shanghai Railway Bureau pulled out of Markham Road Yards in Shanghai bound for Soochow, a train of 66 freight cars, 800 meters long, and weighing 291 tons above the standard assigned load for that locomotive. This unprecedented performance was accomplished without interference with regular train operation on a section where traffic is very dense.

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